

PRICE, \$2 PER MONTH.

Shipping

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW OHWANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The **Go's Steamship**,
Dedication,
Captain **ASBURY**, will be
despatched as above on
THURSDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, June 13, 1889 1163

FOR LONDON.

The Steamship
Aberdeen,
Captain **TAYLOR**, will be
despatched for the above
Port on the 20th Instant.

For Freight or Passage,

SOLD BY ALL CHEMISTS
 Agents for China and Hongkong:
 Messrs. WATSON & Co. (LIMITED),
 Hongkong, December 17, 1888.

To-day's Advertisements.

PUBLIC AUCTION
OF
OLD SILK EMBROIDERIES,
BRONZES, ETC.
The Underigned has received instructions to sell by Public Auction, on
FRIDAY,
the 21st June, 1889, commencing at 2 p.m. sharp, at his Sales Rooms, Duddell Street, the remaining portion of a
FINE COLLECTION OF CURIOS,
comprising—
MANDARIN'S EMBROIDERED COATS and JACKET, FINE OLD SOCHOW EMBROIDERIES, PAINTED SILK SCROLLS of MING DYNASTY, BRONZES, ETC., ETC., ETC.

Catalogues will be issued previous to Sale, and the above will be on view on Thursday p.m.
TERMS OF SALE.—Cash on delivery.
G. R. LAMBERT,
Auctioneer.
Hongkong, June 17, 1889. 1182

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General Meeting of the Company will be held at the Company's Registered Office, No. 13, Praya, Victoria, Hongkong, on **TUESDAY**, the 2nd day of July, 1889, at 12 o'clock Noon, when the following Special Resolutions will be proposed, viz:—
1.—That Article No. 14 of the present Articles of Association of the Company with its marginal note be expunged, and that, in lieu thereof, the following Article and Marginal Note be inserted, viz:—
"The Company may subdivide its shares."
2.—That the Capital be reduced from \$1,700,000, divided into 17,000 shares of \$100 each, to \$1,000,000, divided into 10,000 shares of \$100 each, and that such reduction be effected by returning to the persons who on the 22nd day of July, 1889, shall be the holders of the 7,000 shares that have been issued, the sum of \$700,000, part of the paid up Capital, rateably according to the number of shares held by them, and in equal proportions.
By Order of the Board,
EDWARD OSBORNE,
Acting Secretary.
Hongkong, June 17, 1889. 1178

UNION LINE.
NOTICE TO CONSIGNEES.
FROM LONDON AND SINGAPORE.

The Steamship *Albatross*, Captain BARNET, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underigned for counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
All Claims against the Steamer must be presented to the Underigned on or before the 24th instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, June 17, 1889. 1175

FOR SHANGHAI.
The Steamship *Yungtze*, Captain C. T. WILKINSON, will be despatched for the above Port on **WEDNESDAY**, the 19th instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, June 17, 1889. 1171

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Ulysses*, Captain CROFT, will be despatched as above on **THURSDAY**, the 20th inst., at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1889. 1140

STEAM TO STRAITS & BOMBAY.
(Calling at COLOMBO if sufficient inducement offer.)

The P. & O. S. N. Co.'s Steamship *Kibia*, Captain JAMES, will leave for the above places at 3 p.m. on **THURSDAY**, 20th instant.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 17, 1889. 1179

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Tokoro*, Captain JAMES, will leave for the above place on or about **THURSDAY**, 20th inst., at Noon.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 17, 1889. 1180

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Tokoro*, Captain JAMES, will be despatched as above on **FRIDAY**, the 21st instant.
Passengers for Europe desiring to proceed OVERLAND, can, on application to the Underigned, have their tickets endorsed for passage by Rail to Marseilles (by Transatlantic Company's express boats), and thence to FISH or LONDON. Alights in 38 hours steam from Marseilles, and thence to London occupies about the same time.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1889. 1104

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship *Taiyang*, Captain JACKSON, will be despatched as above on **WEDNESDAY**, the 19th instant, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, June 17, 1889. 1175

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co.'s Steamship *Dianchi*, Captain TAYLOR, will be despatched for the above Port on **WEDNESDAY**, the 19th inst., at 5 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, June 17, 1889. 1174

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.
The Steamship *Gulpara*, Captain RUSSELL, will be despatched for the above Ports on or about the 24th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, June 17, 1889. 1172

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, GIBRALTAR,
MARSEILLES, BRINDISI, TRIESTE,
VENICE, PLYMOUTH AND
LONDON.
Also,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY'S Steamship *COROMANDEL*, Captain L. REEVES, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on **SATURDAY**, 29th inst., at Noon.
Cargo will be received on board until 4 p.m. on the day before sailing.
Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed by Bombay without transhipment arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAMSHIP COMPANY'S Office, Hongkong.

The Consignees and value of Packages required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 17, 1889. 1183

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BEIGIO* will be despatched for San Francisco, via Kobe and Yokohama, on **SUNDAY**, the 30th instant, at Daylight.
Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class Fare granted as follows:—
To San Francisco and return, 350.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 54, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, June 17, 1889. 1170

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship *General Hall*, will be despatched for the above Ports on **WEDNESDAY**, the 19th inst., at 10 o'clock a.m.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, June 17, 1889. 1173

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
AGENCY: American ship, Captain J. H. Frost.—Russell & Co.
ALEXANDER YEARS, British ship, Captain J. W. Dunham.—Order.
CONQUEROR, American ship, Captain A. D. Lottrop.—Mosier.
HALLGREN, British ship, Captain W. Hayden.—Order.
MADE TAYLOR, British ship, Capt. Chas. E. Durker.—Melchers & Co.
NARWAL, British ship, Captain L. D. Weston.—Adamson, Bell & Co.
RICHARD PARSONS, Amer. barquo, Capt. W. F. Thorndike.—Wieler & Co.
SATSUMA, British barquo, Captain A. G. Swenson.—Edwards Sellhaus & Co.
SENAWAY, British barquo, Captain J. Garriock.—Simmons & Co.
TITAN, American ship, Capt. C. H. Allen.—Russell & Co.
VELOCITY, British barquo, Captain R. Martin.—Pustau & Co.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS.
Compound Syrup.—Is a valuable Tonic. It increases the Appetite. Is an invigorator of the digestive Organs.
Hypophosphites.—It restores the nerve and brain power. Is suited to delicate persons and children.
Effervescent Saline Powder.—Is cooling, refreshing, and invigorating. It relieves all stomach derangements. It relieves headache and sickness. It always febrile symptoms. It quenches thirst.
Iodized Extract of Sarsaparilla.—Purifies the Blood. Removes Skin Eruptions. Strengthens the System. Is of special benefit to those suffering from the Eruptions of the skin.
EVERY REQUISITE FOR NURSERY AND SICK ROOM.

QUEEN'S ROAD CENTRAL
(opposite HONGKONG HOTEL),
Telephone No. 60.
Hongkong, June 13, 1889. 1147

SHIPPING.

ARRIVALS.
June 15, 1889:—
Jaroslav, Russian str., 1,093, Plashinsky, Nagasaki June 12, Ballast.—MOSKOW & Co.
Phra Chon Kiao, British steamer, 1,011, W. H. Watton, Bangkok June 8, General.—YUEN FAT HONG.
Piccola, German steamer, 875, Th. Nissen, Saigon June 11, General.—MELCHERS & Co.
June 16:—
Canton, British steamer, 1,111, J. Bromner, Shanghai June 13, General.—JARDINE, MATHESON & Co.
Conqueror, American ship, 1,540, A. D. Lottrop, Jr., Anjer June 1, Ballast.—Mosier.
Loire Inferieure, French steamer, 533, Lehuide, Hilo June 11, Sapanwood.—A. R. MARTY.
Brindisi, British steamer, 2,129, C. H. S. Toogoo, Shanghai June 12, Ton-P. & O. S. N. Co.
Diamond, British steamer, 514, G. Taylor, Manila June 13, General.—RUSSELL & Co.
Actis, Danish steamer, 355, N. O. Revsbeck, Pakhoi June 13, and Hoihow 15, General.—AMSTOLD, KARLSEN & Co.
Blancher, British barquentine, 317, James Milne, Albany May 2, Sandalwood.—GILMAN & Co.

Fushiki Maru, Japanese steamer, 1,119, P. T. O. Frank, Kutchinaka June 11, Coal.—TAKASIMA COILERY.
Doris, German steamer, 771, F. Raben, Hoihow June 15, General.—LEE WING & Co.
June 17:—
Belge, British steamer, 4,211, Walker, San Francisco May 25, and Yokohama June 12, Mail and General.—O. & O. S. N. Co.
Kwang Lee, Chinese str., 1,505, Lancaster, Shanghai June 13, General.—C. M. S. N. Co.
Formosa, British steamer, 674, T. Hall, Tamsui via Amoy and Swatow June 16, General.—DOUGLAS STEAMSHIP CO.
Ulysses, British steamer, 1,427, L. Butler, Liverpool and Singapore June 11, General.—BUTTERFIELD & SWIRE.
Sedair, French transport, Capt. Raoul, Rear-Admiral De la Jaille, Haiphong June 14.
Yangtze, German steamer, from Whampoa.
Albatross, British steamer, 1,611, P. K. Barnett, London April 23, Penang and Singapore June 11, General.—RUSSELL & Co.
Marie, German str., 704, O. A. Hunderstadt, Haiphong June 15, General.—A. R. MARTY.
China, German steamer, 1,093, P. Hays, Saigon June 13, Rice and Paddy.—W. K. & Co.
Nankang, British steamer, 995, John McKechnie, Rangoon May 30, Singapore June 9, and Hoihow 16, General.—BAR MO & Co.

DEPARTURES.
June 16:—
Jaroslav for Odessa, &c.
Belge for Hongkong.
Loire Inferieure for Saigon and Pakhoi.
Elie, for Haiphong.
Goatara, for Amoy.
Fushiki, for Shanghai.
Guthrie, for Fenchow.
Nagasaki, for Hoihow.
Loire, for Kobe.
Avocet, for Saigon.
Merionethshire, for Yokohama.
Froir, for Quinhon.
Changsha, for Sandakan and Sydney.
June 17:—
Nanking, for Amoy and Manila.
Haitan, for Coast Ports.
Jaango, for Nagasaki.
Brindisi, for Singapore and London.
Kwang Lee, for Whampoa.
Canton, for Whampoa.

PASSENGERS.
ARRIVED.
Per Phra Chon Kiao, from Bangkok, Mr. Caswell, Mrs. Donovan and children, and 93 Chinese.
Per Piccola, from Saigon, 30 Chinese.
Per Conqueror, from Anjer, Mr. J. L. Humphrey.
Per Loire Inferieure, from Hoihow, 1 European.
Per Brindisi, from Shanghai, 3 Europeans, and 33 Chinese, (crew for new ship).
Per Diamond, from Manila, 2 Europeans, and 32 Chinese.
Per Actis, from Pakhoi, 18 Chinese.
Per Phra Chon Kiao, from Bangkok, Mr. and Mrs. Hint, Mrs. B. Layton, child and amah, Messrs H. W. Dick, E. K. Dainy, August Conzant, and F. X. Delamedon Custin.
Per Kwang Lee, from Shanghai, 220 Chinese.
Per Formosa, from Tamsui, 107 Chinese.
Per Ulysses, from Singapore, 20 Chinese.
Per Marie, from Haiphong, 5 Chinese.
Per China, from Saigon, 85 Chinese.
Per Nanking, from Singapore, for Hongkong, 40 Chinese; for Amoy, 226 Chinese.
DEPARTED.
Per Beval, for Mantung, 2 Chinese.
Per Yangtze, for Amoy, 200 Chinese.
Per Soochow, for Hoihow, 50 Chinese.
Per Elie, for Haiphong, 4 Europeans, and 20 Chinese.
Per Fushiki, for Shanghai, 40 Chinese.
Per Nagasaki, for Hoihow, 20 Chinese.
Per Froir, for Quinhon, 6 Chinese.
Per Changsha, for Sydney, 10 Europeans, and 40 Chinese.
Per Haitan, for Swatow, Mrs. Henderson, Messrs Streich, Ohoy, 1 European, and 300 Chinese.
To DEPART.
Per Maray, for Singapore, 750 Chinese.

SHIPPING REPORTS.
The German steamer *Piccola* reports: Had fine weather from port to port. The American ship *Conqueror* reports: Had light winds and fine weather. The British steamer *Brindisi* reports: Left Whampoa June 12th 1.30 p.m., experienced fine weather, but as Cheling Point; from thence experienced thick fog and rainy weather, and strong winds from S.S.W.
The British steamer *Diamond* reports: Had South-Westerly winds, and cloudy weather throughout.
The Danish steamer *Actis* reports: Wind S.E., with fine weather. The British steamer *Belge* reports: Left Yokohama at 4.50 a.m., June 22nd; thence to 10 miles with of Turnabout, moderate N.E. wind and with sea; thence to port strong S.W. wind and head sea, heavy rain squalls and heavy weather. Arrived at 8 a.m., 17th instant. Time 5 days, 4 hours and 40 minutes.
The Chinese steamer *Kwang Lee* reports:

SHARE LIST.—QUOTATIONS. June 17, 1889

Stocks.	No. of Shares.	Value.	Part up.	Others.	Notes.
Hongkong and Shanghai Bank Corp.	60,000	\$ 125	all	177 1/2 prem.	cash
DAKIN BROS. OF CHINA, LIMITED.					
Canton Insurance Office Co., Ltd.	10,000	\$ 250	50	\$130	
China Trading Insurance Co., Ltd.	24,000	\$ 83.33	25	\$80	
China Insurance Co., Limited	1,000	\$ 1,000	200	\$200 nominal	
North-China Insurance Co., Ltd.	1,000	\$ 200	50	\$75	
Straits Insurance Co., Ltd.	30,000	\$ 100	20	\$21, buyers	
Union Insurance Society Co., Ltd.	10,000	\$ 250	25	\$2105	
Yungtze Insurance Association, Ltd.	4,000	\$ 25	all	Tia. 100, sellers	
INSURANCES.					
China Fire Insurance Co., Ltd.	20,000	\$ 100	2	\$86	
Hongkong Fire Insurance Co., Ltd.	20,000	\$ 100	2	\$86	
Straits Fire Insurance Co., Ltd.	20,000	\$ 100	2	\$86	
YIELD AND MARINE INSURANCES.					
Singapore Insurance Company, Ltd.	40,000	\$ 10	20	\$15, nom.	
DOCKS.					
H'kong & Whampoa Dock Co., Ltd.	12,500	\$ 125	all	88 1/2, prem.	
China and Manilla S. S. Co., Ltd.	3,500	\$ 50	all	\$140	
Douglas Steamship Co., Limited	20,000	\$ 50	all	\$82	
H. O. and M. Steamboat Co., Ltd.	40,000	\$ 20	all	185 1/2, prem.	
Indo-China S. N. Company, Limited	10,000	\$ 10	all	par	
Steam Landship Company, Limited	2,000	\$ 50	30	150 prem., nom.	
China Sugar Co., Ltd.	15,000	\$ 100	all	\$539 cash	
Luzon Sugar Company, Limited	7,000	\$ 100	all	\$117	
WHEAT.					
HK & Kow. Wheat & Godown Co., Ltd.	17,000	\$ 100	all	\$191	
LAND.					
Hongkong Land-Investment and Agency Company, Limited	50,000	\$ 100	50	\$130	
TRANVAAS.					
HK High-Level Tramways Co., Ltd.	1,200	\$ 100	50	\$250 prem.	
PERK TAI MINING & SMOELTING CO., LIMITED.	4,000	\$ 50	50	\$332, sellers	
Punjab & Sindh Gas Salesman	5,000	\$ 10	all	\$33 cash	
Mining Co.	8,000	\$ 500	500	\$50, \$575, sellers	
AGRICULTURE.					
China-Borneo Company, Limited	7,500	\$ 100	50	\$550, nom.	
Darvel Bay Trading Company, Ltd.	4,000	\$ 25	25	\$12, nom.	
East Borneo Planting Co., Limited	4,000	\$ 50	50	\$2552, nom.	
Latuk Planting Company, Limited	5,000	\$ 50	50	\$1015	
Songsi Koyah Planting Co., Ltd.	5,000	\$ 50	50	\$2530, nom.	
HOTELS, BUILDING, ETC.					
Austin Arms Hotel and Building Company, Limited	4,000	\$ 50	50	20 1/2 dis.	
Hongkong Hotel Company, Ltd.	3,000	\$ 100	all	\$240	
Peak Hotel & Trading Co., Limited	4,000	\$ 50	50	\$1539, nom.	
West Point Building Co., Limited	12,500	\$ 50	50	\$4550, nom.	
DISPENSARIES.					
A. S. Watson & Co., Limited	3,800	\$ 10	all	160 1/2, prem.	
Crickshaw & Co., Limited	1,600	\$ 50	all	par, buyers	
ROBBER.					
HK and China Gas Co., Limited	5,100	\$ 10	all	\$130, sellers	
New Share	1,200	\$ 10	10	\$710	
Hongkong Electric Co., Limited	30,000	\$ 10	50	\$261, cash	
BRICK AND CEMENT.					
Green Island Cement Co., Ltd.	20,000	\$ 50	50	\$5121, buyers	
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 25	25	\$17,50 \$25, sellers	
A. G. Gordon & Co., Limited	6,000	\$ 25	25	\$3030	
Campbell, Moore & Co., Limited	1,300	\$ 10	all	\$11	
Geo. Fenwick & Co., Limited	6,000	\$ 25	25	\$534, sellers	
Hongkong Baker Company, Ltd.	5,000	\$ 50	all	\$88 nominal	
Hongkong Dairy Farm Co., Limited	3,000	\$ 10	all	\$13, cash, buyers	
Hongkong Ice Company, Limited	6,000	\$ 25	all	\$125	
Hongkong Manufacturing Co., Ltd.	3,500	\$ 50	all	\$175	
LOANS.					
Chinese Impers 1884	\$1,394,700.12	\$500	3 1/2 p. annum	3 1/2 prem., nominal	
1884	\$1,694,700.14	\$500	3 1/2 p. annum	3 1/2 prem.	
1885	\$1,707,200.14	\$500	3 1/2 p. annum	3 1/2 prem.	
Hongkong Hotel (Mort.)	\$ 400,000.00	\$500	1 1/2 p. annum	\$501	

To-day's Advertisements.

DEPARTURES.
June 16:—
Jaroslav for Odessa, &c.
Belge for Hongkong.
Loire Inferieure for Saigon and Pakhoi.
Elie, for Haiphong.
Goatara, for Amoy.
Fushiki, for Shanghai.
Guthrie, for Fenchow.
Nagasaki, for Hoihow.
Loire, for Kobe.
Avocet, for Saigon.
Merionethshire, for Yokohama.
Froir, for Quinhon.
Changsha, for Sandakan and Sydney.
June 17:—
Nanking, for Amoy and Manila.
Haitan, for Coast Ports.
Jaango, for Nagasaki.
Brindisi, for Singapore and London.
Kwang Lee, for Whampoa.
Canton, for Whampoa.

PASSENGERS.
ARRIVED.
Per Phra Chon Kiao, from Bangkok, Mr. Caswell, Mrs. Donovan and children, and 93 Chinese.
Per Piccola, from Saigon, 30 Chinese.
Per Conqueror, from Anjer, Mr. J. L. Humphrey.
Per Loire Inferieure, from Hoihow, 1 European.
Per Brindisi, from Shanghai, 3 Europeans, and 33 Chinese, (crew for new ship).
Per Diamond, from Manila, 2 Europeans, and 32 Chinese.
Per Actis, from Pakhoi, 18 Chinese.
Per Phra Chon Kiao, from Bangkok, Mr. and Mrs. Hint, Mrs. B. Layton, child and amah, Messrs H. W. Dick, E. K. Dainy, August Conzant, and F. X. Delamedon Custin.
Per Kwang Lee, from Shanghai, 220 Chinese.
Per Formosa, from Tamsui, 107 Chinese.
Per Ulysses, from Singapore, 20 Chinese.
Per Marie, from Haiphong, 5 Chinese.
Per China, from Saigon, 85 Chinese.
Per Nanking, from Singapore, for Hongkong, 40 Chinese; for Amoy, 226 Chinese.
DEPARTED.
Per Beval, for Mantung, 2 Chinese.
Per Yangtze, for Amoy, 200 Chinese.
Per Soochow, for Hoihow, 50 Chinese.
Per Elie, for Haiphong, 4 Europeans, and 20 Chinese.
Per Fushiki, for Shanghai, 40 Chinese.
Per Nagasaki, for Hoihow, 20 Chinese.
Per Froir, for Quinhon, 6 Chinese.
Per Changsha, for Sydney, 10 Europeans, and 40 Chinese.
Per Haitan, for Swatow, Mrs. Henderson, Messrs Streich, Ohoy, 1 European, and 300 Chinese.
To DEPART.
Per Maray, for Singapore, 750 Chinese.

SHIPPING REPORTS.
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The Danish steamer *Actis* reports: Wind S.E., with fine weather. The British steamer *Belge* reports: Left Yokohama at 4.50 a.m., June 22nd; thence to 10 miles with of Turnabout, moderate N.E. wind and with sea; thence to port strong S.W. wind and head sea, heavy rain squalls and heavy weather. Arrived at 8 a.m., 17th instant. Time 5 days, 4 hours and 40 minutes.
The Chinese steamer *Kwang Lee* reports:

This weather since Saturday has been anything but pleasant, and it has added something considerable to the already very large total rainfall for the season. The rain has been chiefly in the form of a steady drizzle, although now and again it came down with torrential violence. There has also been a good deal of thunder and lightning, although the electrical disturbance did not approach in violence that experienced a fortnight ago. Fortunately, there has been no more flooding in Queen's Road, but the condition of that thoroughfare, owing to the slaking which the mud has got, is not pleasant to pedestrians. The damaged drain between the foot of Wyndham Street and Pedder's Wharf has been cleared of its obstructions, a good deal of surface water found its way to the harbour by that channel. In order to prevent an extension of the damage to Zeland Street, caused by the previous heavy rains, an embankment of sandbags was made at the top of the street on this occasion, which prevented the water from coming down from 'Ichonou Street'. The operations for clearing away the mud in Queen's Road and Pedder's Street are making perceptible progress, but there is no undignified haste about the proceedings. The small force of coolies engaged still devote a good deal of time to meditation and smoking—as a correspondent put it the other day—but they give an occasional thought to the work in hand.

The following are the Orders of the Day for the meeting of the Legislative Council, tomorrow:

1. Financial Minutes.
2. Report of Finance Committee (No. 8 of 1888).
3. Mr. Eyring's question:—
"Can the Government inform the Council when the heaps of filth smouldering under the foot of Queen's Road and other thoroughfares, are to be removed; as in the opinion of the residents generally this mud is dangerous to the health of the community?"
4. Mr. Eyring's proposed resolution:—
"That the Government be requested to lay on the table such papers and reports as have been furnished with reference to the damage by the late rainstorm, its probable causes, the plans proposed for repairing the damages, and their probable cost."
5. Mr. Layton's question:—
"What progress, if any, has been made with the erection of the light on this Cap Rock?"
6. Mr. Eyring's question:—
"In view of the sanction of the Government that all passengers travelling by the River steamers from Canton and Macao are liable and subject to search by the Runners of the Opium Farmer in Hongkong?"
7. First reading of a Bill to amend the Merchant Shipping Consolidation Ordinance, 1879.
8. First reading of a Bill to amend the Chinese Emigration Consolidation Ordinance, 1879, and to make provision against certain emigration abuses.
9. Committee on the Bill entitled The Crown Lands Resumption Ordinance, 1889.
10. Committee on the Bill entitled The Chinese Extradition Ordinance, 1889.

The Japan Gazette says:—We learn from a correspondent that a libel case against two well-known Kobe merchants is pending.

NATIVE leather is to be used in the manufacture of shoes for the Japanese army. It is said to be somewhat better than American.

The advantages of a bustle in a woman's dress were demonstrated recently near New York, when a couple were thrown from a buggy by collision with a railroad train. The husband was badly injured, while the wife, who was thrown against a fence, landed safely on her bustle and was gathered up unhurt.

This opening paragraph of the Governor's speech announcing that Mr. May had been pleased to 'fill further extent the principle of local Government in Mauritius, by authorising the admission of two of the representatives of the people to seats in the Executive Council' was a forecast of what was to follow. The thought that it had already been made public, could not but elicit the cheers of those present.—*Ceylon Observer.*

A DIX exchange says:—An interpreter for the Chinese language named Hsien-king has been despatched by Government to Brasov to devise measures for facilitating Chinese coolie immigration from there to Deli. It has taken the planter there a long time to arouse the Government to a sense of the advantages attending such a step.

From the Times Parliamentary report of 11th May we take the following:—In answer to Sir W. Crossman, Mr. E. Stanhope said:—"Without entering into the past arrangements in connection with the practice of the Auxiliary Volunteers at Singapore, I will take such steps as may be necessary to secure that the wishes of the volunteers shall be complied with as far as may be possible."

The political prophets have proved to be entirely wrong in their forecasts about the successor of the late Mr. Shide. The Government have chosen Mr. Otori Kikaku to represent Japan at the Peking Convention. Mr. Otori is one of the most widely-known officials in Japan, and certainly one of the ablest. He was among the first students sent abroad by the Tokugawa Government to learn the art of war as it was practised in the West. Mr. Otori distinguished himself greatly in the brief struggle that accompanied the fall of the Regency. He showed no little military talents, friends and foes alike, applauded his tactics. When all hope of successful resistance was abandoned in Tokyo, he retired with Admiral Kuroki to Hakodate, and then became Vice-President of the New Republic set up by the fugitives, a scheme that quickly met with the fate of the previous one, and was abandoned. This incident would assuredly have ended the public career of a less gifted man. But Mr. Otori soon lived it down, and the Centralized Government had the wisdom to make speedy use of his abilities. After long service in the Department of Public Works, including several years as Director of the Engineering College, he became President of the Nobles' School and from that position passed into the Senate, whence he now emerges to go to Peking. He ought to make a capital Minister, for he possesses at once shrewdness, resolution, and a charming personality. We believe that the Government have made a wise choice.

Japan Mail.

The Japan Mail says:—Telegraphic news has been received in Tokyo to the effect that the treaty between Japan and Mexico was ratified on the 7th inst. in Washington. Of course the text of the treaty will not be published until the receipt of the ratified document, but its main points are already public property. It is a treaty entered into without extraordinary conditions, and therefore also without any of the restrictions that accompany such conditions. In it Japan and Mexico occupy absolutely equal positions: citizens of the Mexican Republic in this empire will be on precisely the same footing as Japanese subjects enjoying the same privileges under the same conditions vis-à-vis the laws of the land.

Tan Emor Concentration.—In a secluded part of the country, near Rendong, Pennsylvania, experiments are soon to be made with one of Edison's most recent inventions, known as the Edison concentrator, the object of which is to concentrate the real ore dug from a mine, and get rid, by mechanical means, of all dirt and earthy matter that interferes with smelting. The machine, it is claimed, will greatly reduce the cost of smelting, and bring into use ores that cannot now be profitably worked. New York capitalists—who are always ready to risk their money for Edison—have purchased eight acres of iron ore land, where the experiments will be made. The working of the ore concentrator is not to be a secret as supposed. The rock containing the ore, after passing through the crusher and being broken to the size of an apple, is dumped into a large hopper. From there it drops down an incline within a few inches of a powerful magnet. This will be so heavily charged as to draw the ore from its source into one channel, and the rock and other foreign elements will be in the other. The ore is then passed through another channel to the refuse pile. This is the idea.—*Courier Journal.*

How THE CABLE WAS REPAIRED AT TANGIER. A report of a cable that had been broken by the Tangier correspondent of the Times as to the recent visit of our fleet to the Moroccan coast. Two years ago, he tells us, Sir William Kirby Green, the British representative at Tangier, laid a cable from Gibraltar to Tangier, in opposition to the native population, the Moroccan Government and his own colleagues. The Sultan was so hostile to this act that he offered to pay a large sum of money for its removal, and his subjects cut the wire on the beach. As the wire that the natives were allowed to cut was a bogus duplicate, no interruption took place in the cable, and perhaps illegally, established cable communication between Europe and Africa. The other day the cable needed repairs. The Sultan would not permit these repairs to be executed until the European Powers agreed. The European Powers would not agree, and the result was that in order to keep up the advantage gained by the surreptitious laying of a cable no fewer than five of our ironclads were despatched to Tangier, and under the shelter of their guns the cable was repaired.

The Siam Gazette of 8th inst. says:—A riotous and riotous scene occurred on Sunday afternoon at the ice works near Klongkut-mat belonging to Luang Akean. About five o'clock one of the workmen through ignorance or inadvertence opened the lock of the ether reservoir, and the vapor rushing out caught fire and severely burned the workman. Luang Akean although badly injured remained bravely at his post, and with his own hands drew the fire from the boiler and stopped the engine, thus by his courage and presence of mind preventing further damage. He was assisted by the injured workmen removed and attended to and was himself the last man to leave the place. Three of the workmen were removed to the Bangkok Hospital, where they were examined by Dr. Hays, who saw from the serious nature of the injuries that there was no hope of their recovery, and at once sent an intimation to that effect to their friends. One of the sufferers died within an hour after his admission, another at 3 o'clock on Monday morning, and the third was removed by his friends on a stretcher to his home, where he died shortly afterwards. Of the other two workmen who were injured and who were taken to their own homes, one has since died, making a total of four deaths caused by the disaster. The other workman, as well as Luang Akean himself, are progressing favourably, although the latter will not be able to attend to business for some time.

The Singapore Free Press says:—News has reached Singapore from North Borneo this morning by the means of a case of amok in Sandakan which might have ended very tragically. There had been held at the Government House on the 25th ult., a durbar at which some 150 native chiefs were present. Following the durbar some sports of these Bagan became very excited, and his parang and ran amok. The first person he happened to encounter was Mr. R. Little, who was not looking his way and was unexpectedly attacked, sustaining some scratches on the face, one nearly wound reaching from the bridge of the nose to the ear. There were fortunately four doctors present and immediate assistance was rendered to Mr. Little whose face was much cut up. The wounds are, however, not of a dangerous character, and as they were immediately dressed no serious injury will be done. The amok then continued his career through the crowd, missing Mr. Wheatley but attacking two Sikhs and cutting them, one rather severely. The Sergeant-Major of the Sikhs had a stick in his hand, struck the man's forehead and compelled him to drop the parang. He then seized and put him in front. One of the Sikhs is rather badly hurt, the other not so, while Mr. Little's wounds are expected to be well in about three weeks. Their assailant is of course in safe custody.

ROBBY BOY.—Why didn't you take a wedding trip, Bloodgood?—Bloodgood:—Well you see, my wife and I came to the conclusion it wouldn't be much of a novelty for us. We met first on a steamer on the Atlantic Ocean; I proposed in Sweden; she accepted in Russia; I obtained her father's permission in England; the marriage settlement was drawn up in this country; and we were married in Algiers.

MABEL.—Mother, I have broken my engagement with Arthur. No woman could be happy with such a brute. Mother.—Horror! What have you learned? Mabel.—Last night I asked him to take the cover off my workbox, and he hit his finger with the hammer, and mother, he said—damn! Mother.—I see. He danced around the room, and swore a blue streak a yard long, and threw the hammer out of the window, and kicked the work-box to pieces, and called you a fibbing idiot, and said—damn! Why didn't you tell me only damn, and went on kicking. Mother.—What! Is that all? Oh, you foolish child! You have lost an angel.

PEKING. 6th June. The weather is still as dry and dusty and almost as windy as ever. The skies are as black over our heads as yet no rain, and our thermometers are already indicating 105° in the shade. The worst spot is an utter failure. There seems to be considerable confusion in regard to the question of railway construction and the adverse attitude of certain officials towards it. In the pages of our contemporary and lately in your own columns in a short leader, Sun Yee Wan (or rather Sun-wei) is credited with the discovery of the Victoria at Canton. There seems to be some confusion between this minister, who is a member of the Foreign Office and in the cabinet, and the father-in-law of the young Duke of Confolus, and Sun Chai-wei, who is a member of the Ministry of the Interior. The name of the other whose name at present is unknown is doubtless the Grand Secretary Chang (Chih-wan). All the notices of this official make him the elder brother of the Viceroy at Canton and the similarity of the name and the Chinese end-finitude mode of naming relative land continuance to this view. In our English sense he is not his brother at all. The relationship is that of fourth cousin.—*N. C. Daily News.*

HANKOW. 7th June.

Tea settlements 6th and 7th June.	English buyers.	Russian buyers.	Total.
Hankow Tea.	4,000.	1,000.	5,000.
Kiungtung Tea.	5,000.	1,000.	6,000.
Shantung Tea.	2,000.	1,000.	3,000.
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The prices paid have been:—

Shantung, common to medium.	15	24
Shantung, medium to fine.	15	24
Shantung, fine to extra.	15	24
Shantung, extra to top.	15	24
Shantung, top to extra.	15	24
Shantung, extra to top.	15	24

Anxiety on the part of sellers to realize has led to increased activity on the market, especially by the American and Russian buyers. The large bulk of the settlements consisting of less from this locality; both pure and Shantung mixed. At the last moment indeed, the market has grown firmer as buyers' selection has worsened. Tea men have too been aided by the fact that the freight on the Brindisi figure was reduced to 45, and which he promptly filled up. Thereafter, lower rates being offered by later steamers, the Brindisi figure was reduced to 45, and now shippers are holding back expecting still lower figures, and the Heathen Chinese are greatly rejoicing.

The Orestes, making the fourth direct steamer this season, sailed last night with 2,300,000 lbs., bringing our direct export to date to London up to 11,564,000 lbs.

Crop statistics to date as compared with last season:—(exact figures are not obtainable.)

1888.	1889.
Arrivals.....770,000 4-chts.	600,000 4-chts.
Settlements.....770,000	840,000

Stocks.....200,000 4-chts. 60,000 4-chts.

—*N. C. Daily News.*

NEWS BY THE AMERICAN MAIL.

The O. & O. steamer *Pacific* arrived this morning, after a quick passage, with the American mail, and brought with her the following telegrams from our exchanges:—

ANOTHER STRIKE IN GERMANY.

Berlin, May 21.—Three thousand miners have struck here for nine hours per day, with extra allowances for meals and extra hours on Saturdays, an advance from 50 to 60 pfennigs pay, and two weeks' notice of discharge.

The coal miners of the Moritzburg region have again entered upon a general strike. Miners state that the managers did not fulfil their promises. At Zwickau the miners, with the exception of those employed in the Grimma collieries, have gone on a strike.

AN EDITOR'S SUIT.

London, May 21.—There is much interest in journalistic circles about an action being heard to-day brought by Greenwood, late editor of the *St. James's Gazette*, against the late proprietor, for wrongful dismissal. Greenwood, who was the proprietor of the *St. James's Gazette*, stated that his salary was £1,200 and extras. His salary on the *Pall Mall Gazette* was £1,000 for a living and £80 for writing.

PROPOSED SOCIALIST CONGRESS.

Paris, May 21.—The French socialists have secretly invited their German brethren to take part in a congress of socialists, which it is proposed to hold on July 14th. It is reported that the French Government will prohibit the holding of the congress, and at any rate that it will expel all foreigners who may be present.

THE FISHERIES DISPUTE.

Ottawa, May 21.—It is reported that there is every probability of negotiations being entered into by the Government of the Fisheries question and the United States.

It is understood that Sir Julian Pauncefote has been instructed to press for an early settlement of the Behring sea claims.

PRINCE NICHOLAS WARNED.

Vienna, May 21.—The Austrian Minister, who has delicately warned Prince Nicholas of Montenegro against maintaining a passive attitude towards the scheme to place Prince Karasewich on the Serbian throne.

THE AMERICAN SITUATION.

Paris, May 21.—The *Herald* correspondent interviewed Max O'Reilly, the Irish nationalist, who is in Paris on a mission of friendship to the French Government.

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the generous estimate of his services by his countrymen, but was mixed with some measure, but it was better to lose price than to lose the training discipline resulting from free public opinion.

THE SHAH IN RUSSIA.

St. Petersburg, May 24.—The Russian and Dutch consuls received the Shah at the Hermitage to-day. A banquet was afterwards given at the Winter Palace in honor of the Shah, who sat at the right hand of the Emperor. When the Shah arose and offered a toast in honor of the guest of honor, twenty-one guns were fired by the artillery stationed in the Port of Peter and Paul. The Shah offered a toast in honor of the Emperor.

CATERPILLARS STOP A TRAIN AND MOSQUITOES.

London, May 20.—The train on the first train over the Canadian Pacific line had an experience which left them blistered, weary and disgusted. The train was brought to a dead stop in the woods by millions of caterpillars, which took a fancy to crawl on the rails and defied every device essayed for removing them until another locomotive was sent to the rescue. Moreover, droves of hungry mosquitoes swooped down on the train men and drank their blood. The caterpillars covered the rails for eleven miles.

THE HEARING IN THE CASE OF THE PERSONS ARRESTED FOR GAMBLING.

London, May 20.—The hearing in the case of the persons arrested for gambling last week in the Field Club resulted today in the conviction of Boston, the proprietor of the Field Club, and the dismissal of the other defendants. The players were discharged.

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THE PARNELL COMMISSION.

O'BRIEN IN THE BOX: A FEARSOME CONFESSION.

London, May 21.—William O'Brien testified to-day before the Parnell Commission. He gave the details of the agrarian outrages in Tipperary prior to the organization of the League. He said that the League had prevented famine and war in the west of Ireland in 1870, and that no murders had been committed in Tipperary since its formation. O'Brien stated that he approved boycotting. He believed that it prevented crime.

Reid, of counsel for the Parnellites, read an article from *United Ireland* denouncing the Phoenix Park murders and asserting that the assassins, if discovered, would be more likely to be lynched in Dublin than in London.

O'Brien said that the anger expressed in that article was undoubtedly genuine. The view of the Nationalists was that the Government should pursue a policy of conciliation and obtain the people's sympathies with the law. The Government was charged in that paper with getting up crime, which charge he was perfectly prepared to prove. O'Brien attempted to enter into details, but Attorney-General Webster objected and the objection was sustained by the Court.

London, May 22.—William O'Brien continued his testimony before the Parnell Commission. The League, he said, was founded chiefly to oppose the secret land combinations. The landholders had formed a combination having a capital of £1,000,000 for the purpose of carrying out evictions by the wholesale and replacing the evicted tenants with colonies of tenants from other countries. He had been a member of the Committee of the League since its organization, and never heard a suggestion that would encourage evictions.

The witness attended a convention in America in 1886. He had no connection with dynamite while there. The vast bulk of those who attended the convention were men of the highest standing. He drew a distinction between criminality and illegality. "The Irish," he said, "have an earnest, healthy revulsion for criminality. As to illegality, meaning irreverence for law as law, illegality is bred in us."

In answer to further questions by the Attorney-General, O'Brien said that it was impossible to say what was legal and what was illegal in Ireland. Anything that two resident magistrates say is law. The League certainly tended to lessen outrage, but no League man could prevent crime in such a crisis as this of 1887. He never advised the people to assist the Government in the detection of crime, because that would be accepting a responsibility that the League wholly repudiated. The *United Ireland* never denounced a secret society. The League welcomed nineteen-twentieths of the people in Ireland from such societies.

London, May 23.—Gladstone was present at the session of the Parnell Commission to-day.

The cross-examination of William O'Brien was continued by Attorney-General Webster. O'Brien declared that *United Ireland*, his paper, had worked according to constitutional methods, and had advocated nothing but peaceful means to attain the end sought by the Irish Parliamentary party. He admitted the authorship of the article declaring that the chairman of the committee selected to receive the Prince of Wales on the occasion of his visit to Ireland would be hunted from public life. Then he vehemently exclaimed: "And he has been, and shall be, and now Englishmen to be deceived by a show of sham loyalty I am resolved to tell them the truth."

O'Brien said that personally he had never spoken disrespectfully or offensively about the Prince of Wales. No people, he declared, ever suffered more loyalty than the Irishmen. None produced more by protestations of loyalty than the people who oppressed them. If it was clear that England would not satisfy the aspirations of Ireland, and if there was any rational chance of success an attempt should be made to rebel. He declared that London papers were more responsible for the actions of the dynamite party than either Fenian or Ford. But for the views those papers expressed \$100,000 could not have been collected in America for the use of dynamite.

O'Brien explained that when he made the speech in which he used the words, "We are in a state of civil war," he was exasperated by his expulsion from the House of Commons and spoke under an intense feeling, caused by the majority of the House against the Irish members. He declared that if any people ever had a right to rebel the Irish people then had that right, if there was a chance of success.

Attorney-General Webster said: "You only objected to a rebellion because it was hopeless."

O'Brien replied: "Under the circumstances of the time unquestionably violent language could not have further inflamed the people's minds against England. Their minds had become like a lightning conductor when the electric charge of the article 'O'Brien justified certain articles written by him and printed in *United Ireland* to illustrate the brutal argument that because the English people numbered 30,000,000 and the Irish people 4,000,000 the English were entitled to do as they liked.'"

Attorney-General Webster quoted from an article in *United Ireland*, headed "Allen, Larkin and O'Brien Honored by Their Chicago Kindred," and asked the witness whether it referred to the Manchester martyrs.

O'Brien replied: "Not murderers, but men engaged in open warfare, who shot a policeman by accident."

The Attorney-General asked: "Is shooting at the police in a van at Manchester legitimate warfare?"

O'Brien answered: "It was not criminal. Men who openly take risks to release their comrades are no more murderers than anybody else. They acted from the highest and noblest motives."

Attorney-General Webster, holding up a paper, said: "Do you see this heading, 'Allen, Larkin and O'Brien Honored by Their Chicago Kindred'?"

O'Brien replied: "Yes, and the article was written by me."

The proceedings were here interrupted by cries of "Hear, hear."

Attorney-General Webster demanded: "Why those 'hears'?"

Presiding Justice Hannen threatened if order was not maintained he would have the courtroom cleared. He said he understood that O'Brien did not consider the shooting at the police to be a crime, but he wished to remind him that the court did so regard it.

O'Brien said he and Redmond invited Ford to be present at the Chicago Convention. As a proof of the change in feeling wrought by Gladstone, O'Brien cited the fact that Ford seemed to regret his former views, and appeared to be a law-abiding man. This concluded O'Brien's testimony.

London, May 24.—T. D. Sullivan, member of Parliament and formerly treasurer of the Land League, testified before the Parnell Commission to-day. He stated that the portion of the League's books and documents had been taken to the residence of a Mrs. Maloney, in Dublin, Arthur O'Connor took some to London and Eggar took others to Paris.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000
PAID-UP CAPITAL.....2,500,000
RESERVE FUND.....1,250,000

Board of Directors:
Hon. J. J. KESWICK,
Hon. C. P. CHATER,

Managers:
E. A. SOLOMON, Esq.,
J. S. MOSES, Esq.,
G. E. NOBLE, Esq.,
LEE SING, Esq.,
POON FONG, Esq.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full-Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would be materially aided by the SENATE of the COLLEGE by forwarding to the ALIEN MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library.
Address to: JAMES CANTLIE,
Hon. Sec. to the College.
Hongkong, August 7, 1888. 1317

DENTISTRY. FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist,
(FORMERLY LICENSED APRENTICE AND LATER ASSISTANT TO DR. ROBERTS).

At the urgent request of his European and American patients, and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to ministers and families.
Sole Address:
2, DUDDELL STREET,
(Next to the New Oriental Bank).
Hongkong, January 12, 1889. 66

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 23, 1888. 1458

SUMMER TIME TABLE. THE KOWLOON FERRY.

SEAM-LEUNOON MORNING STAR
Runs DAILY as a Ferry Boat between Poddar's Wharf and Tam-Tai-Tai at the following hours:—This Time Table will take effect from the 21st MARCH, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.
6.00 A.M. 3.00 P.M. 6.20 A.M. 2.45 P.M.
6.30 " 3.30 " 7.00 " 3.15 "
7.15 " 4.00 " 7.30 " 3.45 "
8.00 " 4.40 " 8.15 " 4.30 "
8.30 " 5.00 " 8.45 " 5.10 "
9.00 " 5.30 " 9.15 " 5.35 "
9.45 " 6.00 " 10.00 " 6.15 "
10.30 " 6.50 " 11.45 " 6.40 "
NOON. 7.15 " 12.30 P.M. 7.00 "
12.45 P.M. 9.00 " 1.00 " 8.45 "
1.15 " 10.00 " 1.45 " 9.45 "
2.00 " 11.00 " 2.15 " 10.45 "

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Aglala*, Capt. CHRISTIANSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to sign their Bills of Lading for counter-signature by the Under-Signed, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Free and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left their Godowns, and all Goods remaining undelivered after the 18th Inst.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.
Hongkong, June 12, 1889. 1138

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered S.S. *Moray*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON FREE AND GODOWN CO., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 26th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, June 12, 1889. 1138

CANADIAN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP *ABYSSINIA*, FROM VANCOUVER, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.
Hongkong, June 10, 1889. 1121

SHIRE LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. *MERIONETHSHIRE*, FROM HAMBURG, ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Free and Godown Co. Ltd., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 21st Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, June 14, 1889. 1162

GLEN LINE OF STEAMERS. FROM LONDON, PENANG AND SINGAPORE.

THE Company's S.S. *Glenora*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON FREE AND GODOWN CO., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 25th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, June 11, 1889. 1125

INSURANCES. QUEEN FIRE INSURANCE COMPANY.

THE Under-Signed, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong, July 15, 1887. 1340

Mails. NORDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 p.m., the Company's Steamer *SACHSEN*, Capt. V. GOSSE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 1 p.m., Specie and Parcels until 4 a.m. on the 3rd July, 1889. (Parcels are not to be sent on board) they must be left at the AGENT'S OFFICE. Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOHERS & Co., Agents.
Hongkong, June 8, 1889. 1112

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 29th of June, 1889, at Noon, the Company's Steamer *CAUS*, Commandant GUERAN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and deposited in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 1 p.m. on the 19th June, 1889. (Parcels are not to be sent on board) they must be left at the AGENT'S OFFICE.

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, June 6, 1889. 1094

CANADIAN PACIFIC STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamer *ABYSSINIA*, 3,551 Tons Register, G. A. LEZ, Commander, will be despatched for VANCOUVER, H.C., via KOBE and YOKOHAMA, on THURSDAY, the 26th June, at Noon.

To be followed by the S.S. *BATAVIA*, on 4th July, and S.S. *PORT AUGUSTA*, on the 18th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamer, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Yokohama, \$185.00. To all common points in Canada and the United States, 230.00.

To Liverpool 300.00. To London 305.00.

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, addressed to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 19th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.
Hongkong, June 6, 1889. 1097

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco via Yokohama, on SATURDAY, the 23rd June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco, \$200.00. To San Francisco and return, 350.00. available for 6 months.

To Liverpool 325.00. To London 330.00.

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (on vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China to Europe.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 54, Queen's Road Central.

O. D. HARMAN, Agent.
Hongkong, June 6, 1889. 1093

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked G., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the section.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name, Tonnage, Date of Arrival, Consignees or Agents, Destination, Remarks.

Steamers: Abyssinia, 3,551 tons, June 9, Adamson, Bell & Co., Vancouver (B.C.), 20th inst.

Actis, 355 tons, June 10, Arnold, Karberg & Co., Sydney, &c., 20th inst.

Alonowor, 1,600 tons, June 17, Russell & Co., San Francisco.

Belgia, 421 tons, June 17, C. O. S. S. Co., San Francisco.

China, 1,091 tons, June 17, Chien & Co., San Francisco.

Chigato, 1,459 tons, June 10, Butterfield & Swire, San Francisco.

City of New York, 3,019 tons, June 14, P. M. S. S. Co., San Francisco.

China, 3,019 tons, June 14, P. M. S. S. Co., San Francisco.

Daphne, 674 tons, June 14, Siemens & Co., Haiphong.

Diamante, 1,700 tons, June 14, Siemens & Co., Haiphong.

Doris, 771 tons, June 16, Water & Co., Amoy & Manila.

Falkenberg, 988 tons, June 13, Melchers & Co., Amoy and Tamsui.

Fernando, 674 tons, June 17, Douglas Steamship Co., Kutchinot.

Fishki Maru, 1,219 tons, June 16, Mitsui Bussan Kaisha, Amoy & Manila.

Loire Inferieure, 533 tons, June 16, A. R. Marty, Amoy & Manila.

Marie, 704 tons, June 17, A. R. Marty, Amoy & Manila.

Moray, 1,411 tons, June 12, Jardine, Matheson & Co., Calcutta.

Naukang, 990 tons, June 17, Chien & Co., London, &c.

Opack, 1,729 tons, June 16, Arnold, Karberg & Co., London, &c.

Pha Chom Klao, 1,012 tons, June 16, Yuan Fat Hong, London, &c.

Piccola, 876 tons, June 16, Melchers & Co., London, &c.

Port Augusta, 1,427 tons, June 17, Butterfield & Swire, Saigon.

Ulysses, 1,427 tons, June 17, Butterfield & Swire, Yokohama & Kobe.

Veloce, 636 tons, June 14, Edward Schellhaus & Co., Shanghai.

Verona, 1,876 tons, June 12, P. & O. S. N. Co., Shanghai.

Whampoa, 1,106 tons, June 12, Butterfield & Swire, Shanghai.

Yangtze, 314 tons, June 30, Russell & Co., Shanghai.

Zafiro, 675 tons, May 30, Russell & Co., Shanghai.

Sailing Vessels: Agenor, 1,414 tons, May 26, Pustau & Co., New York.

Alexander Yaris, 1